



**NATIONAL RAILROAD PASSENGER CORPORATION
NORTHEAST CORRIDOR
NEW YORK - WASHINGTON
BULLETIN ORDER No. NYW7-13
Effective 12:01 A.M., Monday, April 23, 2018**



Other New York - Washington Bulletin Orders in effect: NYW7-10SUM, NYW7-06SCH-b

Publications in effect when this BO was composed:

NEC Timetable GO	701	New York – Washington Notice(s)	7-S07, -06
Southeast Division GO(s)	2018-S05	Southeast Division GN(s)	2018-05, S06
Washington Subdivision GO(s)	NONE	Washington Subdivision GN(s)	NONE
System General RF Notice	40	MARC Operations Notice	17-03
RWP Bulletin	2017-03	Penn Coach Yard Bulletin	07-01

Unless otherwise indicated, modifications in this BO are indicated by ~~strike through~~ (deletions) and dotted underline (additions).

I. Train Schedule Changes and/or Additions

The following revisions are made to Supplemental BO NYW7-06SCH-b (All Lines) as follows.

A. MARC Penn Line Commuter Rail Schedule 04/23/18

1. Marc Penn Line Commuter Public Timetable in Effect: ~~March 10, 2018~~ April 23, 2018

B. Schedules between New York and Washington 04/16/18

In Supplemental BO NYW7-06SCH-b, item, I, C, the schedule for train 97 is revised and replaced in its entirety as indicated below.

	97 Daily
New York	R* 3:18P
Newark, NJ	R 3:38P
Hunter Int., NJ	3:41P
Newark Intl. Airport	...
Metropark	...
New Brunswick, NJ	...
Princeton Jct, NJ	...
Trenton Transit Ctr.	R 4:18P
Cornwells Heights	...
Holmes Int.	4:34P
North Phila.	...
Philadelphia 30th St.	R 4:48P R 4:54P
Wilmington	R 5:18P
Newark	...
Perryville Sta (yd)	...
Aberdeen	...
Edgewood, ND	...
Gunpow Int.	5:57P
Baltimore	R* 6:15P
B.W.I. Marshall Airport	...
New Carrollton, MD	...
CP Avenue	6:46P
Washington	R 6:50P

II. Main Lines: (LLC), (HUD: A to CP12 ONLY), (NYS), (NYP)

No Changes or Additions

III. New York Terminal District (NYT)

A. Tracks Out of Service

04/16/18

1. Sunnyside Yard

- a) No. 10 Track is Out of Service between R and Q for platform rehabilitation

IV. Main Line: Philadelphia to Washington (PW)

A. 72-P1. Train Inspection Detectors

04/09/18

In S.I. 72-N1 the Height Detector located at MP 71.7 has been permanently removed as indicated below.

Type of Detector	MP Location	Direction of Operation	Tracks(s)	Recorder Location	Notes
Height	71.7	South	2 & 3	CETC 3	4

B. 104-P2. Switches Equipped with Electric Locks / PC Change

04/23/18

The following electric lock switch is now equipped with a hand operated electrically locked dual point derail.

Note 4 applies as indicated below.

Locations	Switch	Controlled By	Notes
MP 35.8	No. 3 trk to Harmony Ind. Park	...	1 & 4
Note 4: Switch and derail each equipped with electric lock. Switch locks must be removed from both switch and derail before either is operated. After movement is completed, both switch and derail must be restored to normal position before inserting switch lock at switch or derail.			

V. Main Line: Washington Terminal (WT)

A. 98-W3. Control of Yard Tracks

04/09/18

Section 2 of S.I. 98-W3 is revised as indicated below defining the limits of the Ivy City Maintenance Facility.

2. Ivy City Maintenance Facility – Car Shop and Locomotive Serving Tracks

The Ivy City Maintenance Facility includes all tracks north of the southbound home signals at Wye Bridge Switching Center.

The following tracks within the Ivy City Maintenance Facility ~~tracks~~ are designated Car Shop Repair and Locomotive Servicing Tracks.

Authority of the employee named must be obtained before any movement is made. Yardmaster may be contacted on channel 084-012 (WT-1). Mechanical personnel may be contacted on channel 069-016 (WT-002). High Speed Rail Foreman may be contacted on Yard Channel 001.

VI. Main Line: Philadelphia to Harrisburg (PH)

A. 104-G2. Switches Equipped with Electric Locks/PC Change

04/16/18

The following electric lock switch is now equipped with a hand operated electrically locked dual point derail.

Note 4 applies as indicated below.

Location	Track	Switch	Notes
MP 77.99	2	Patricks	4
Note 4: Switch and derail each equipped with electric lock. Switch locks must be removed from both switch and derail before either is operated. After movement is completed, both switch and derail must be restored to normal position before inserting switch lock at switch or derail.			

VII. System Instructions

A. 19-S3. Horn Signal Used by Dispatchers or Operators

04/23/18

The following SI is new as indicated below.

The following horn signals may be used by Train Dispatchers or Operators at interlocking stations, remotely controlled interlockings, control points or other designated locations where equipped. The signals are illustrated by “o” for short sounds and “—” for long sounds.

SOUND		INDICATION
a)	— (one long sound)	All movement within interlocking limits must stop immediately
b)	o o (two short sounds)	Normal movement may be resumed after receiving the proper signal or permission of the Dispatcher or Operator.
c)	o o o (three short sounds)	Whistle or Horn Test
d)	o o o o (four short sounds)	Signal Maintainer must call the Dispatcher or Operator
e)	o o o o o (five short sounds)	Electric Traction (ET) Foreman or employee must call the Dispatcher or Operator
f)	o o o o o o (six short sounds)	Track Foreman or employee must call the Dispatcher or Operator

B. 34-S9. SC-44 Charger Locomotives - Engine Room

04/23/18

Due to the addition of the SC-44 model locomotives to the MARC Commuter Service, the following new special instruction is added as indicated below.

Employees must not enter the Charger SC-44 Locomotive engine compartment unless the locomotive is stopped and is idling or shut down. Employees should immediately exit the engine compartment when the diesel engine RPM's increase above an idle status.

C. 132-S3. Report of Rough Track or Dip in the Rail

04/16/18

SI 132-S3 is replaced in its entirety by the following new instruction.

When a report of rough track or a dip in the rail is received, the Train Dispatcher must take the following actions.

1. Immediately hold all trains clear of the affected track and apply blocking devices.
2. Maintain a hold on the affected track until inspected by a qualified Engineering Department employee.
3. Once inspected, the qualified employee will notify the Train Dispatcher if any restrictions are necessary.

Exception: If no other routes are available and the defect is not on a Critical Bridge, trains may be permitted to operate through the affected area by Form D or TSRB addition at **Restricted Speed not exceeding 10 MPH**, until inspected.

D. 161-S1. Approved Abbreviations

04/23/18

The following abbreviation is approved for use in a Movement Permit Form D or Temporary Speed Restriction Bulletin (TSRB).

Restricted Speed.....RS

Note: When “RS” is followed by a numeric value in order to further reduce allowable speed, that number will represent the speed in MPH not to be exceeded. (Example: “RS10” means, Restricted Speed not exceeding 10mph.)

On page S-25, the following instruction is deleted in its entirety.

1. ~~7.4 Report of Rough Spot or Dip in Track~~

VIII. Rule Review - Highway Crossing Warning Device Malfunctions

The following requirements for protecting locations of highway crossing warning device malfunction are taken from NORAC Rule 138, NEC Special Instruction 138-S4, and Instruction 6.15 of the NEC System Train Dispatcher's Manual. Employees are responsible for knowing and complying with all requirements for their craft that are applicable to highway crossing warning device malfunctions.

ALL EMPLOYEES:

Notify the Dispatcher immediately if you discover automatic highway crossing warning devices that are not functioning properly.

TRAIN DISPATCHERS:

As soon as a Dispatcher or Operator receives a report from any source that the automatic highway crossing warning devices at a crossing are not functioning properly, or that rust or other foreign matter may prevent effective shunting, they must:

1. Stop all trains approaching the crossing and apply blocking device protection to hold trains clear of the crossing.
2. Record the following "unusual occurrence" information, and ensure that it is reported as required to the local law enforcement agency or railroad police, and to the C&S Trouble Desk:
 - The name of the person who notified the Dispatcher of the possible malfunction.
 - The time, date and location of the possible malfunction.
 - The type of malfunction (e.g., gates did not go down, lights did not flash, gates remained down and lights continued to flash after train cleared circuit, gate broken, etc.).

The Dispatcher must also record the name of the C&S Trouble Desk employee notified.

3. Issue a Form D Line 12 to all trains approaching the crossing from both directions. This Form D **MUST LIST THE NAME AND MILE POST LOCATION OF THE CROSSING** as identified in the applicable Special Instruction. (*See Line Special Instruction 138-__ for the list of crossings on your division.*) If no trains are due to operate over the crossing, the Dispatcher may use blocking devices to hold trains clear of the crossing instead of issuing Form D Line 12.
4. Interlocking or CP signals governing entrance to the affected crossing must remain blocked except to authorize movements after the Dispatcher issues, or verifies possession of, the Form D line 12. These signals must be immediately restored to Stop position and blocking devices reapplied once the train has passed the signal.
5. Form D or hold on track must remain in effect until a C&S employee has tested the automatic crossing warning devices, completed any necessary repairs, and notified the Dispatcher that the automatic crossing warning devices are functioning properly.
6. When C&S reports that the crossing warning devices have been tested and are functioning properly, the Dispatcher must record the name of the C&S employee reporting the information, the time, date, and the repairs that were made, if any. The Dispatcher can then cancel the Form D or hold on the track.

NOTE: When the Dispatcher is notified that rust or other foreign matter may prevent effective shunting, and that a flagger or railroad police officer is providing warning at the crossing, the dispatcher may include the following on line 13 to remove the requirement for trains to stop and provide on ground protection:

"Flagger present. (or Railroad police officer providing warning at the crossing.) Comply with item 3 of Rule 138 c. Do not exceed 15 MPH until the leading end operates through the crossing."

TRAIN CREWS:

Unless otherwise instructed on Form D Line 13, crews must comply with the "Requirements" listed in Item 1 of Rule 138 part "c": Stop, make certain that a crew member provides on-ground warning at the crossing, then proceed not exceeding 15 MPH until the leading end operates through the crossing.

The appropriate engine whistle or horn signal must be sounded at locations where automatic highway crossing warning devices are not functioning properly, including crossings where a whistle sign indicating “W/R” is displayed, and in areas otherwise designated as Quiet Zones. (See Rule 19.b, — — o —)

IX. Amtrak Re-Organization of 2018: Division, District and Subdivision Boundaries

Due to the recent company re-organization, the following information defines the names & boundaries of Amtrak’s new Divisions, Districts and Subdivisions as related to the NEC.

A. NORTHEAST DIVISION

Included within the Northeast Division:

1. NEC - Northeast Corridor

Extends from Boston, MA to Philadelphia, PA; Springfield, MA to New Haven, CT.

2. New England Subdivision (Off Corridor)

Extends from St. Albans, VT to Springfield, MA; Boston, MA to Springfield, MA.

B. EMPIRE DISTRICT

Included within the Empire District:

1. NEC - Northeast Corridor

Extends from New York, NY to Hoffmans (MP 169.7) – Hudson Line

2. Empire District (Off Corridor)

Extends from Boston, MA to Brunswick, ME; Springfield, MA to Albany, NY; Albany, NY to Buffalo/Niagara Falls, NY; and Montreal, Quebec, Canada.

C. SOUTHEAST DIVISION

Included within the Southeast Division:

1. NEC - Northeast Corridor

Extends from Philadelphia, PA to Washington, DC and Harrisburg, PA.

2. Washington Subdivision (Off Corridor)

Extends from Harrisburg, PA to Pittsburgh, PA; from Washington DC to the following locations: Charlottesville, VA; Cumberland, MD/Pittsburgh, PA; Roanoke, VA; or Richmond/Norfolk/Newport News, VA and Auto Train Facility – Lorton, VA.

3. Raleigh Subdivision (Off Corridor)

Includes the territory at the following locations: Raleigh, NC District, the state of North Carolina, South Carolina and Eastern Georgia.

4. Miami Subdivision (Off Corridor)

Includes the territory at the following locations: the state of Florida including Auto Train Facility – Sanford, FL; Jacksonville District and the services to Miami and Tampa FL.



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